Chrysler RAM PHEV Fleet

Number of vehicles: 37
Reporting period: July 11 - Aug 11
Date range of data received: 7/1/2011 to 8/31/2011
Number of vehicle days driven: 615

All Trips Combined

Overall gasoline fuel economy (mpg)	16
Overall AC electrical energy consumption (AC Wh/mi)[1]	162
Overall DC electrical energy consumption (DC Wh/mi)[2]	94
Overall DC electrical energy captured from regenerative braking (DC Wh/mi)	53
Total number of trips	3,443
Total distance traveled (mi)	13,911

Trips in Charge Depleting (CD) mode[3]

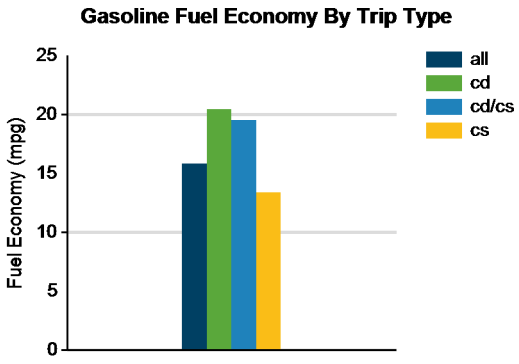
Gasoline fuel economy (mpg)	20
DC electrical energy consumption (DC Wh/mi)[4]	282
Number of trips	1,310
Percent of trips city | highway	98% | 2%
Distance traveled (mi)	3,779
Percent of total distance traveled	27%

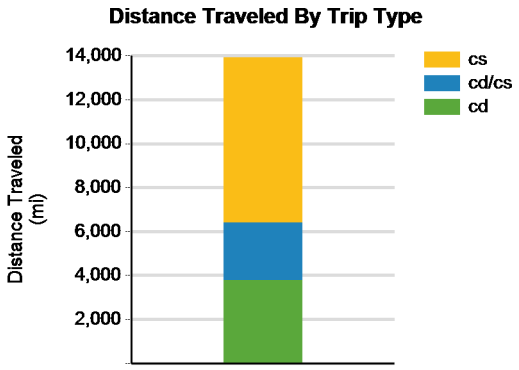
Trips in both Charge Depleting & Charge Sustaining (CD/CS) modes[5]

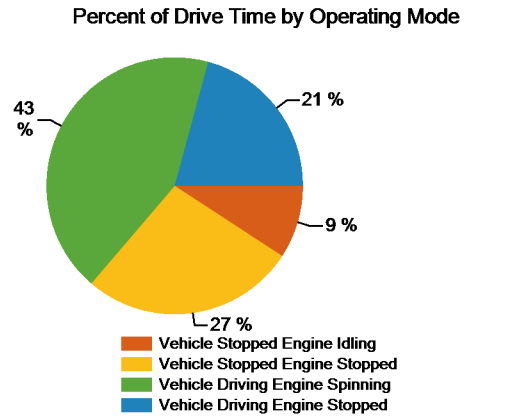
Gasoline fuel economy (mpg)	20
DC electrical energy consumption (DC Wh/mi)[6]	121
Number of trips	175
Percent of trips city | highway	86% | 14%
Distance traveled CD | CS (mi)	1,232 | 1,433
Percent of total distance traveled CD | CS	9% | 10%

Trips in Charge Sustaining (CS) mode[7]

Gasoline fuel economy (mpg)	13
Number of trips	1,958
Percent of trips city | highway	98% | 2%
Distance traveled (mi)	7,505
Percent of total distance traveled	53%







Notes: 1 - 9. Please see http://avt.inl.gov/pdf/phev/chryslerreportnotes.pdf for an explanation of all PHEV Fleet Testing Report notes.

The Chrysler RAM PHEV Fleet was designed as a demonstration program of customer duty cycles related to plug-in electric vehicles and may not necessarily demonstrate optimized fuel economy.

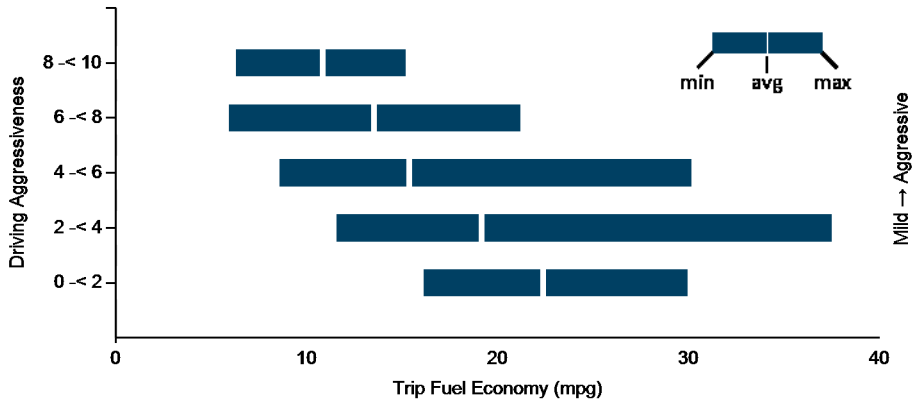
Vehicle fuel economy is based on customer usage and may not be representative of maximum potential fuel economy.

Trips in Charge Depleting (CD) mode	City	Highway
Gasoline fuel economy (mpg)	20	25
DC electrical energy consumption (DC Wh/mi)	302	158
Percent of miles with internal combustion engine off	24%	3%
Average trip Agressiveness	4.3	2.2
Percent of miles with air conditioning selected	87%	90%
Average trip distance (mi)	3	18

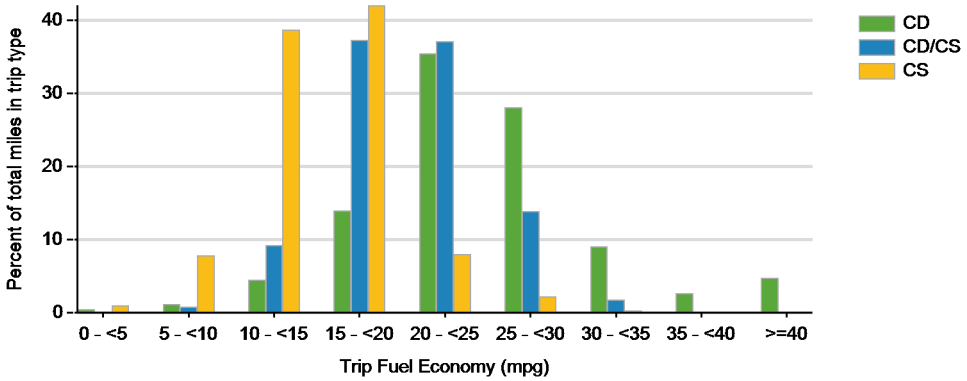
Trips in Charge Depleting and Charge Sustaining (CD/CS) mode		
Gasoline fuel economy (mpg)	19	21
DC electrical energy consumption (DC Wh/mi)	152	62
Percent of miles with internal combustion engine off	18%	2%
Average trip Agressiveness	4.1	1.8
Percent of miles with air conditioning selected	97%	78%
Average trip distance (mi)	12	37

Trips in Charge Sustaining (CS) mode		
Gasoline fuel economy (mpg)	12	19
Percent of miles with internal combustion engine off	15%	2%
Average trip Agressiveness	4.2	2
Percent of miles with air conditioning selected	93%	96%
Average trip distance (mi)	3	36

Effect of Driving Aggressiveness on Fuel Economy[8]



Trip Fuel Economy Distribution By Trip Type



Plug-in charging

Average number of charging events per vehicle per month when driven			5.91
Average number of charging events per vehicle per day when driven			0.62
Average distance driven between charging events (mi)			36.23
Average number of trips between charging events			8.97
Average time charging per charging event (hr)			1.64
Average energy per charging event (AC kWh)			5.88
Average charging energy per vehicle per month (AC kWh)			34.71
Total number of charging events			384
Number of charging events at Level 1 | Level 2	73	|	307
Total charging energy consumed (AC kWh)			2,256
Charging energy consumed at Level 1 | Level 2 (AC kWh)	272	|	1,985
Percent of total charging energy from Level 1 | Level 2	12%	|	88%
Average time to charge from 20% to 100% SOC (hrs) Level 1 | Level 2[9]	34.43	|	2.28